

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. S. Davis
FROM:	WSCC – Highway Authority
DATE:	23 April 2026
LOCATION:	Tesco Superstore Shripney Road Bognor Regis PO22 9ND
SUBJECT:	BR/24/26/PL Installation of single storey raised car park deck together with site alterations, car park reconfiguration, new access into car park, drainage alterations, creation of new drainage outfall, landscaping and other associated works. Additional transport technical note received.
DATE OF SITE VISIT:	9 March 2026
RECOMMENDATION:	More Information Required

This is the second WSCC Highways response to the above planning application proposing installation of single storey raised car park deck together with site alterations, car park reconfiguration, new access into car park, drainage alterations, creation of new drainage outfall, landscaping and other associated works.

Comments below specifically respond to Technical Note prepared by Transport Planning Associates (TPA), reference 2501-044/TN/01 – April 2026.

Response.

In its previous response dated 16 March 2026, the Highway Authority requested that the following additional information be provided (the black text) - comments in *red italic text* below each item are latest responses from the applicants contained in the latest Technical Note referred to above, with latest WSCC Highways response in *green text* below:

1. *Internal access road and access proposals* - The existing internal access road and accesses off it are such that it would allow a fairly long run-in to the car park which, in turn, would mean that traffic entering and leaving the site would be unlikely to obstruct the public highway (A29) and other access points where general activity and traffic movements are commonplace (petrol station, loading bays and bus stop area excepted). Should planning permission be granted, one of the access points to the new decked car park would be located very close to the public highway, thereby possibly causing backing up and blocking to the public highway and also to other traffic still using the existing access road in and out of the site at busy times, particularly if users decided to emerge from the car park to the access road and block it while waiting for the nearby traffic signals on the A29 to turn to green to let traffic out of the site. As such, traffic data, including queueing data for traffic entering and leaving the site in peak periods and other peak activity periods – e.g. Easter and Christmas – should be provided

to demonstrate that no such issues would arise. Also see point 2 below as it is related.

Following receipt of the WSCC comments the scheme details have been discussed with Tesco and confirmation has been provided that the access to the new raised parking area that is nearest to the A29 is to be closed to all traffic, except for during flooding events, when it will be opened up and traffic management arrangements will be put in place to manage vehicles entering the site, including barriers across the deck access. Further detail of the proposed traffic management arrangements is set out in Chapter 3, with full detail anticipated to be secured via planning condition, requiring submission of a detailed Traffic Management Plan.

With the secondary deck access nearest the A29 only being utilised during flooding there will be no change to existing access arrangements for the majority of the year, and traffic management will be in place during floods. This arrangement is similar to the existing situation, where access to the PFS is often maintained during periods of flooding, subject to the flood water level.

While the temporary arrangements mentioned above are noted (as well as promise of a traffic management plan to be secured by planning condition), the applicant hasn't provided the requested traffic data to support use of the car park when flooding occurs. The Highway Authority specifically needs to know whether the parking available during such times (including peak periods) would be adequate to cater for demand without leading to queuing back to the A29 nor congestion within the site. Therefore, traffic flow data showing what levels of traffic would be expected for a selection of days – including peak periods - and a parking accumulation plan, should be provided. Additionally, a plan showing what parking would be available when flooding occurs – i.e. is it just the new decked car parking area or is some other existing car parking area still available to use?

2. Traffic management following installation of car park (temporary and permanent)
 - Given that access to the petrol station and rest of the car park would still remain, what traffic management is proposed on the access road and at accesses onto it – both permanent and temporary for the site - given the revised access proposals.

Under normal operating conditions (all times other than during flood events), all vehicles will enter and exit the site via the primary access point only, as per existing arrangements. The secondary deck access, located closer to the A29, will be closed with a physical barrier to general traffic and will not form part of the normal day-to-day operation of the site.

In the event of flooding, a phased traffic management approach will be implemented. Site management will monitor conditions and progressively restrict vehicle movements along the internal access road, including the route to and extent of the petrol filling station, where necessary. This will prevent vehicles from entering areas affected by flooding and avoid queuing.

Depending on the severity and extent of flooding, the secondary access will then be opened and used as an alternative entry/exit point to maintain safe access to and from the site, with associated signage and, when necessary, use of suitably trained members of staff to manage / assist with traffic movements.

The various access options are outlined in Figure 2.1, 2.2 and 2.3. The applicant would accept a planning condition requiring the submission of a detailed Traffic Management Plan. It is therefore proposed that this condition be applied to enable the full operational arrangements to be agreed with the highway authority prior to first use of the deck.

The above comments are noted. However, please see WSCC Highway comments in point 1 above as these might have a bearing on how any traffic management plan for the site operates.

3. Access for mobility-impaired users – Access for mobility impaired users does not appear to be demonstrated (e.g. Only steps up and down to and from the raised deck appear to be shown but other than the vehicle access ramps, no bespoke ramps appear on the plans). Applicant to provide plans.

The proposed parking deck will be level with the footway that runs along the front (eastern side) of the store, only rising above the existing ground level as it extends to the east. Level access for mobility impaired customers will therefore be provided from the deck and from Shripney Road. New dropped kerbs for pedestrian access from the existing car park areas to the north of the store will be provided along the north side of the store.

Disabled parking bays are positioned closest to the site frontage/entrance to minimise travel distances from vehicles to store entrance points. A copy of the updated site plan, with level access areas indicated is provided at Appendix B. Step-free access is provided via designed accessible routes (as indicated by blue arrows on the proposed layout). Areas marked as non-accessible (red outline) reflect level changes associated with the raised deck.

The above comments are noted.

4. Bus access – The existing bus waiting area is shown removed from the site and replaced with temporary 'dot-com' collection and delivery bays. This would be a retrograde step for those users wishing to get to the site by public transport. Therefore, the Highway Authority recommends that it remains and another location found for the temporary 'dot-com' delivery vehicles.

The store management team advise that bus operators ceased use of the on-site bus stop around seven years ago. This was not at Tesco's request and is believed to be due to a new stop being provided on street close to the site, which allowed more efficient routing for the bus operators. Removal of the bus stop markings will therefore have no impact upon bus operators or customers of the store.

5.2 A planning application was approved by Arun District Council on 18 March 2026 for the removal of the disused bus stop and external alterations to facilitate a temporary parking/loading area for Dot.com/Click & Collect vehicles.

Given that the above changes have already taken place, the Highway Authority recommends that a bus shelter with seating and real time passenger information be provided at the applicant's expense for the north-bound bus stop adjacent to the A29 Shripney Road, to encourage use by bus.

Conclusion.

Additional information is still required from the applicants. This is set out in points 1 and 4 above. When replies to these are available, please re-consult the Highway Authority, at which time it will consider the proposal further.

Tim Townsend
West Sussex County Council – Planning Services

[REDACTED]

From: Elaine Walby on behalf of Planning.Responses
Sent: 23 April 2026 12:26
To: Planning Scanning
Subject: FW: Response To Application Number BR/24/26/PL at Tesco Superstore Shripney Road Bognor Regis PO22 9ND
Attachments: Response_BR-24-26-4.pdf

PL- Consultation- WSCC Highways response

Elaine Walby
Technical Support Assistant
Planning Services

T: 01903 737 904
E: elaine.walby@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

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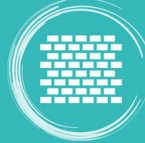
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Sent: 23 April 2026 09:35
To: Planning.Responses <Planning.Responses@arun.gov.uk>
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Regards

Tim Townsend

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